ing his powers from a Government hostile to the claims of the party to which Walker and his confederates had attached themselves.

That within three months last past, another revolution has supervened, and Rivas is in arms against the alleged nearpailous of authority by Walker and his confederates.

That this deponent is informed and believes that the Walker Administration, (so called) being that under which the said pretended degree of February 18th, 1856, was obtained, is not now recognized by the Government of the United States, as the Government de jure of de facte of the Republic of Nicaragua.

That negativing the said production of the Republic of the Repu

the Government de jure of al jaces of the Republic of Nicaragua.

That negotiations are now pending between the Government of the United States and the de jacto Government of Nicaragua, having in view the restoration to the said Company of their properties upon the Isthmus of Nicaragua unjustly seized, and the annulment of the pretended decree of February 18, 158.

That this deponent confidently believes that such negotiations will, without much delay, result in the restoration to the said Company of their proprieties unjustly taken from their possession by means of the military usurpation of Walker and his confederates, and in the revocation of such pretended decree. And further this defendant saith not.

And further this defendant saith not.

Sworn this 20th day of September, 1856, before me

C. F. ALVORD, Commissioner of Deeds.

Mr. Clark, on behalf of the defendants, moved that the case
be postponed a week in order to enable kin to prosure a certified copy of the constitution of Nicaragus in force at the time of
the alleged revocation of the charter of the Company. He
affirmed that this was a material document, in that it showed
President Rivas to have had no authority to act as he did in the
premises, without the concurrence of the legislative branch of
Government.

premises, without the concurrence of the legislative branch of Government.

Mr. Field produced what purported to be a copy of the constitution, but its authenticity being called in question, and Mr. Joseph L. White having promised to produce one which was printed and farnished him by the Government of Nicaragus kield, on Saturday next, the motion was adjourned to that time, It will be resummbered, that an injunction was granted, jot long since, against the sale of the Northern Light, and that other cases were begun or impending of a similar character—but the present general motion, by covering, supersedes all the se, as of course.

Elizabeth Schwater, &c., ast. Heinrich Schw Ater.

There is no proof that the plaintiff was ar , inhabitant of the State at the commencement of this ac , on. Referred back.

Robert W. Lowbs agt. Thos. McC Annis.

Default opened on payment of pls antiff's disburse ments, entering judgment, and payment of . \$5 costs of the w .o. too.

United States Circuit Co JRT—Sept. 20—F jefore Judge Nelso & Hoyt et al.

In this old case, on the bor d of the Collector of this Port from 1836 to 1840, the representation of the Collector of this settling the amount due on the establist \$444.97 i, was confirmed by the Court.

Notice.—The last car with the Appeal Calendar will be argued on Monday. M stems will then be 6-sposed of, those not ready going over. The Calendar either for law or equity cases will next be take: a wp, but it is not yet, settled which will come first.

GOURT OF COMN ON PLEAS-SPICIAL TERM-SEPT. 20—

James Gefore Judge Dally.

Metion to s give out answer of defendant granted and judgment of the plaintiff.

Felix Manlan agt. Peter G. Stuyvesant, et al.

Ordered and plaintiff have ten days from 20th Sept. to file and serve his answer 20 age thereafter.

BROOK LYN COURT OF GENERAL SESSIONS—SEPT. 29—
Before Judge Morris and Associates.

The sentence of Jeremianh Butler, convicted of manisagh are in the first degree, in killing his wife, was suspended in ore are reemable counsel to file a bill of exceptions.

Hearry Williams, convicted of burglary in the first degree, was sentenced to the State Prison for ten years.

Two lade manued George Hewlett (colored) and John Of recursood, aged respectively 13 and 12 years, were tried on a charge of sarrish with attempt to commit a rape upon a little of at named Mar. Fitzsimmons, about 11 years old, in a lane near farweetend and guest last. The Jury found them guilty of associationly.

James He nry Smith (colored) was tried on the charge of having-obtained in August last goods to the amount of some \$60 or \$70 from Luther Eames, corner of Pineapple and Hicks surveits, under pretense that they were for James McBride, in whose service he had formerly been. The evidence was conclu-nive and the Jury convicted him.

SUPRAME COURT CHEODER.—THIS DAY.

SUPRAME COURT CHEODER.—Nos. 323, 374, 415, 444,

451, 458, 477, 491, 500, 552, 501, 578, 357, 758, 840 to 845, 845 to 902,

2004 to 923, 502 to 954.

TBACOR—SCRIBNER—In Portland, Maine, on Thursday, September 18, by the Rev. J. W. Chickering, Mr. E. F. Bacon of New-York, to Mrs. E. Gay Serbuer, second daughter of Charles B. Smith, eeq., of Portland.

BRUNING—SAGEHORN—In Jersey City, on Monday, Sept. 3, by the Rev. R. Vanhorne, Mr. Herman Bruning of Dubuque, Iowa, to Mrs. Anna Sagehorn of the former place.

DOUGLAS-THORNE-On Thursday, Sept. 18, by the Rev. T-Ralston, Smith Andrew Douglas to Miss Helen Taorne, both of Montrose, Scotland.

of Montrose, Scotland.

CRANE—CLARK—In this city, on Thursday, September 18, by the Rev. Frederick G. Clark, Hiram A. Crane to Elizabeth S., daughter of Mr. Benjamin M. Clark, all of this city.

CARTER—HARRIS—At Christ's Church, Hartford, Ct., on Thursday, September 18, by the Right Rev. Thomas C. Brownell, D. D., Li., D., Oliver G. Carter to Sara, daughter of the late lease Harris.

late lesse Harris.

EAGLETON-DABIN-On Thursday, Sept. 18, at St. Peter's Church, by the Rev. John A. Paddock, Godwin J. Eagleton to Miss Helen Dabin, both of Brooklyn.

FAASCH-DUCHATEL-On Thursday, Sept. 18, by the Rev. Peter Siryker, Mr. Henry F. Faasch of Hoboken to Miss Victorine Duchatel of this city.

GARRETT-WOOD-On Thursday, Sept. 18, by the Rev. Dr. E. F. Hatfield, Mr. Ransom Gerrett to Miss Elizabeth Wood, all of this city.

E. F. Hatfield, Mr. Ransom Garrett to Miss Elizabeth Wood, all of this city.

McDOUGALL—McGRATH—In this city, on Thursday, September It, by the Rev. George McClosky, of the Church of the Nativity, Mr. Wim. H. McDougall to Miss Mary McGrath,

MACKENZIE—McNESTRY—On Monday, September 15, by the Rev Wm. Moylan, of St Xavier's Church, in this city, Mr. Campbell M. R. Mackenzie, formerly of Ross-shire, Scotlard, to Miss Ellen McNestry, formerly of County Tyrone, Ireland.

ROSS-DICKHOUT-In Brooklyn, on Wednesday, September 10, by the Rev. J. S. Himrod, Mr. Edwin S. Ross to Miss Catharine, eldest daughter of the Rev. C. Dickhout, of East New-York, L. I. RILEY-McCORMICK-On Monday, September 15, by the

McCormick.

SLATTERY-DELANEY-On Tuesday evening, September 16, at the residence of the Right Rev. Lishop Hughes, by the Rev. Mr. Starrs, Patrick Slattery to Miss Mary J. Delaney.

SHEPARD-EBAUGH-On Thursday, August 21, by the Rev. Dr. Magle of Elizabeth City, N. J., Dr. J. W. Shepard to Caroline M., daughter of the Rev. J. S. Ebaugh, D. D., all of this city.

WEIDEMEYER-HOPKINS-On Thursday, Sept. 18, by the Rev. Mr. Hatfield, Mr. George W. Weidemeyer to Miss Mar-

Rev. Mr. Hatfield, Mr. George W. Weidemeyer to Miss Margaret Hopkins, both of this city.

A Y-SPENCER-SPIES-In Brooklyn, on Thursday, Sept. 18, by the Rev. Dr. Spring, Mr. D. Henry Way to Miss Amanda Maris, and Mr. Charles D. Spencer to Miss Agnes Matika, both daughters of Francis Spies, esq.

ALBRO—Suddenly, in Brooklyn, on Friday, September 19, Edward Y. Albro, only son of William and Caroline Albro, aged 14 years, 4 months and 9 days. ADDERSON—On Saturday, September 20, William Anderson,

aged 4s years.

ASTIN—On Thursday, September 18, John Astin, aged 78 years BAULSIR—In Brooklyn, on Friday, September, 19, Jane D., wite of Joseph A. Bausit, in the 27th year of her age. BLACKLEDGE—On Friday, September 19, Catharine Mauning, widow of Henry Blackledge, in the 74th year of her

BROWN—At Jamaica, L. I., on Friday, September 19, Mrs. Anne E. Brown, wife of William R. Brown, aged 36 years, 3 months and 7 days.

BLIDEN—At Washington, Dutchess County, on Saturday morning, September 5, Eliphai Belden, widow of the late Joseph Belden, in the 57th year of her age.

BURGESS—At Glenwood, L. I., on Monday, August 11: Sophis, infant daughter of W. A. and L. Burgess.

BURGESS—At Glenwood, L. I., on Thursday, Spetember 11, Lydia, the beloved wife of W. A. Rurgess, aged 40 years, 4 months and 10 days, late of Colchester, Essex, England.

COCK-On 1st day more ing. 21st inst., at her late residence, No. 179 East Broadway, Roseanna Cock, in the 85th year of her age. Her remains will be taken to Long Island for interment. COOPER-On Saturday, September 20, Thomas Cooper, aged

7 years. CROCHERON-On Friday, September 19, after a protracted illness, Richard Crocheron, in the 74th year of his age CRONIN On Saturday, September 10, Thomas Cronin, ages CARDIFF.—In Brooklyn, on Friday, September 19, Michael Cardiff, aged 26 years.

CARROLL—On Friday, September 15, of consumption, Mrs.
Ann Carroll, aged 55 years, widow of James Carroll, o.
County Cavan, Ireland.

COUX—On Friday, September 19, George A. Cox, son of Robert M. and Eliza Jane Cox, in the 17th year of his age. JI. Side Links Jane Cox, in the 17th year of his age.

JISHER—Suddenly, on Tuesday, September 16 after a shor and senare illness at the residence of his rather in law, John Sueckless, esq. No. 151 Lexington Avenue, Ames second son of Andrew S. and Maria L. Fisher, in the 24th year of his

Howard.—In this city, on Sunday, September 21, of conac mption, Hannah S., the beloved wife of Kindred Howard,
and daughter of the late William Holmes, aged 38 years.
The relatives and friends of the family are respectfully invited
to attend her funeral from her late residence, No. 19 Delacy
street, on Tuesday, September 23, at 19 o'clock.
Her remains will be taken to Trinity Cemetery for interment.
HARDMAN.—On Sunday exempts, Sect. 21, Sarah Hardman.

Her remains will be taken to Trinity Cemetery for Interment.

HARDMAN—On Sonday evening, Sept. 21, Sarah Hardman, widow of Jonathan Hardman, to the 7th year of her age.

The friends of the family are invited to attend the funeral service, at the house of her son, Anson Hardman, No. 144 Mulberny street, mar Grand street, at 5 o'clock this afternoon. The body will be removed, on Tuesday morning, to East-cheeff for Interment.

ISAACS—At Edenburg, Johnson County, Indiana, on Monday, September 13, of congestive fever, Isaac Isaacs, aged 52 years, formerly of Manchester, England, but for the last six years a resident of this city.

formerly of Manchester, England, but for the last six years a resident of this city.

JUDI-At Kansapolis, Kansas Territory on Tuesday, September 3, of congestive fever, Mr. Ozias Judd formerly of Lockport, New York. His funeral took place on the third. The decorased was a member of the Kansapolis Association, a company formed on the north side of the Kansas river for the purpose of establishing il erary institutions, and the promotion of the cause of Freedom. He was an active member of the Association, and took great interest in its prosperity, and had everal buildings in the course of erection in the town.

MELER—On Thursday morning, September 18, of malignant bitisons fewer, Francis Keeler, of Ballinamore, County Leitries Ireland, in the 27th year of his sge.

MORTON—On Saturday, Sept. 18, of consumption, near St. Joseph, Mich. Mrs. Joanna Cotton, wife of Eleazar Morton, and 71 years. She met her change with great trangulity and resignation, without regrets for the past or fewer for the fature. She had been a life-long believer in Universal for the fature. She had been a life-long believer in Universal for the fature. She had been a life-long believer in Universal for the fature. She had been a life-long believer in Universal for the fature. She had been a life-long believer in Universal for the fature, She had been a life-long believer in Universal for the fature, She had been a life-long believer in Universal for the fature, She had been a life-long believer in Universal for the fature, She had been a life-long believer in Universal for the fature, She had been a life-long believer in Universal for the fature, She had been a life-long believer in Universal for the fature, She had been a life-long believer in Universal for the fature, She had been a life-long believer in Universal for the fature. She had been a life-long believer in Universal for the fature, She had been a life-long believer in Universal for the fature. She had been a life-long believer in Universal for the fature she had been a life-long be

MCIONNELL-On Saturday, September 20, of consumption MCAVOY-On Saturday, September 20, of consumption MCAVOY-On Saturday, September 19, of a long and illness, Mrs. Cathasine, wife of John Nelson.

NASH-On Friday, September 19 Mary Nash, finish, County Cork Ireland.

NASH-On Saturday, September 20, of dr

NEARY—On Saturday, September 20, of the part of Michael Neary, aged 41 years.

O'CONNER—On Friday September 19, Ja
40 years, a native of Chafpoal County of Signo, Ireland,
PHILLIPS—In Williamsburgh, or y Signo, Ireland,
PHILLIPS—On Saturday, September 19, 20, Mrs. Sarah Phillips,
PARKER—At Nashua, N. H., on Parker, aged 73 years.
ROBERTSON—At Paterson, tember 20, Catharne, wif years.

years.
ROBINSON-On Friday
September 19, Mrs. Martha Robinson,

Sprague, aged 3 years. Also, on Sunday, aged 1 year.

SULLIVAN -D

September 19, Mrs. Martha Robinson, Sprague, aged 3 years. Also, on Sunday, aged 1 year.

SULLIVAN -D

September 19, Mrs. Martha Robinson, September 19, Mrs. Martha Robinson, Sunday, Also, on Sunday, aged 65 years.

SULLIVAN -D
SWEET-At Acushke pole, on Monday, September 15, Mr.
Nebrains, 120-6t, aged 72 years.
SNIFFE'S And Brooflyn, or Wednesday, September 17, Mary
Jane, w dow of the late John Smiffen.
STO'. If An Frachitinon, N. C., on Tuesday, September 2, of
y ph add fever, Mrs. Martha E. Stone, wife of E. P. Stone,
ter serily of Royalton Academy, Vt., aged 15 years.
IR AVER-At Clinton, Dutchess County, Mary Francie, only
'aughter of Rewland Traver, in the 26th year of her age.
'OWLER-AOS Sundry morning, September 21, Mrs. E. Labeth
Towler, in the 96th year of her age.
The friends and relatives of the family are respectfully invited
to attend her funeral from the residence of her daughter, Mrs.
E. Helly, No. 3 Sheriff street, to day (Monday), at 2 o'clock
p.m.

VEPPO -On Friday, September 19, Eliza A., wife of Joseph

Verpo.

WINCHESTER—In Brooklyn, on Thursday, September 18, suddenly, Henry C., con of Mr. Perez Winchester, of South Danvers, aged 'Syears.

WHITING—On Saturday, September 20, Mrs. Catharine Whiting, aged 63 years and 3 m on the.

The remains will be taken to Hudson, Columbia County, N. Y., for interment, this (Monday) morning.

Albany paper please copy.

WICKS—Or Saturday, September 20, at her late residence, No. 11 Monroe street, in this city, Mrs. Sally Wacks, reliet of the late Henry Wicks.

Notice of funeral will be given in to-morrow's paper.

COMMERCIAL MATTERS.

	ales at the stock	Exchange SEPT. 20. 1500 Hudson Riv. Railroad
4,000	Ohio 6a, 1860103	200 Reading Raiscoad
1,000	Tenn. State 6s, '90 33 Missouri State 6s 53 27;	
23,000	Missouri State ba. 03 671	1601 do
7,000	do	
0.500	N. Y. Central RR. 6s 881	400 do
2,000	Erie R. R. Convt. '71 87	
1,000	Erie RR. 3d Mtg. '83 97	50 dob5
0,000	III. Cen. R.R. Bds 941	
5.000	do #nw 94	450 Panama Rallroa b60
5,000	do 85w 944	
40 606	400 001	90 00
50 Cm	nton Company boo 23	28 Illinois Central R.R1
25	do 24	1100 Clev. & Pitts. R.R. b30
1000 N	. Y. Central R.Rc 87	1500 69
50	do	
100	do	100 Cley, and Toledo RR.c.
11	do 874	1050 Co
200	dob20 87	[100 do
200 Mi	ch Central Railroad c 924	200 do60
100	dob30 921	1200 dob3
10 Er	e Railroad 62	1100 do
50	do60 625	100 Chie. and Rock L.RR.c
340	do c 621	50 do
200	do b60 62	450 do69
100	do	
450	dob3 624	350 dobri0
1600	do	
205	do 624	50 Milw. & La Crosse RR.
400	do	5 do
100	dob30 62	30 do
300	do 62]	200 Galena & Chiceago RR 50 do
300	eo b60 624	00 do
100	do	27 Clev., Col. & Cin. RR., 1
105	do 62	20 Ohio Life & Trust Co

**Sales of Stocks at Philadelphia... Sept., 20.

**Reported for Tag N. Y. Tribune by J. R. & H. B. Fry.

**First Hoord—4,000 Penna. 5s., 332; 1,000 Elmira R. R. las

**Mort., 724; 200 City 6s, 594; 500 City R. R. os, 50; 6 N. Lib.

**Os., 35, 252; 100 Long Island R. R. b., 15; 50 Minemil R. R.

**b5, 62; 100 Reading R. R., b5wn, 423; 100 ao., 35wn, 432; 100

**do., b5, 424; 25 Schuyl. Nav., 101; 1 Penna R. R., 432; 100

**Morris Canal, 144; 100 do., 35, 144; 5 Bank of Kentucky, 1004.

**Retocen Boards—14 Reading R. R., 422; 6 do., 42; 11,000 Horis R. R., 72 ist mort. b5, 72;

**Second Boards—6 Harrisburg R. R., 564; 200 Reading R. R., 421;

**200 Long Island R. R., b, 13; 10 N. Bank of Kentucky, 1144.

**After Board—200 Reading RR., 422.

SATURDAY, Sept. 20-P. M. ket to-day, excepting the firmness in Erie, in the face of a heavy market and the breakdown in Reading at and after the Second Board. Erie cash stock was carce, and between the Boards the market touched 63, having opened at 624. Some stock has been called in by the recent buyers, and some was called to-lay for Monday. The shorts bought all the cash stock offered. The transactions were about 7,000 shares. Late in the afternoon the market closed at 623. It is understood that the late buyers are able to take up and hold all the stock they have bought, and largely increase the quantity. If this should be the policy adopted the purchasers of the shorts must considerably advance the market price of the stock. Large orders to sell Reading were received from Philadelphia, and after the Second Board it sold at 844, a decline of 14 P cent. Central was heavy at the close and sold at 86;, seller ten days. Panama fell off 1 P cent.; Western shares were generally heavy. Rock Island was an exception, and advanced j & cent., selling at 971. The statement of its business, which we published yesterday, has attracted attention to it. In Railroad Bonds there was a moderate busicess at about previous prices. Illinois Centrals were slightly heavy. In State Stocks there is no change, and the transactions were limited. California sold at 74.

In Exchange there is not much doing, and rates are unchanged. Sterling 9a9 per cent; Francs 5 17

@5 15. In freights to Liverpool there is more offering, and rates are firmer for Grain. The engagements are 70,000 bushels Grain at 81 29 11; 300 bbls. Flour at 2s.; Cotton at id. To London 10,000 bushels Grain at 9d. in ship's bags; and 3,000 bbls. Flour at 2s. 6d. The business of the Sub-Treasury was, total receipts, \$234,669 83; payments, \$216,241 67; balance,

\$13,760,819 83, against \$13,741,040 last Saturday,

showing a gain of only \$19,779 during the	week.
The Fulton to-day took \$485,000 and th	e Barcelone
\$10,000. The shipments for the week are:	
Brig Emma, Savanilla, five france	\$5,880 00
Steamer Persia, Liverpool, American gold coin	
Steamer Persia, Liverpool, Am. gold coin and bars	
Steamer Persia, Liverpool. Mexican silver	180,000 00
Steamer Persis, Liverpool, English silver	392 85
Brig Emma, Para, American gold	3,869 00
Steamer Fulton, Havre, American gold coin	122,850 00
Steamer Fulton, Havre, gold bars	217,352 00
Steamer Fulton, Havre, California gold	\$4,000.00
Steamer Fulton, Havre, gold and silver	111.000 00
Steamer Barcelone, Havre, American gold	10,000 00
Total for the week	******
Previously reported	\$2,968,297 80 20,404 200 10
Tiethouse is bounded in the contract of the co	23,484,783 10

The Cambria, from Boston to-day, took \$151,000, of which \$50,000 went from this city. Mr. Albert H. Nicolay's regular semi-weekly auc-

tion sale of Stocks and Bonds will take place on Monday, Sept. 22, at 124 o'clock, at the Merchants' Exchange.

The Imports, other than Dry Goods, for the week have been \$2,095,032, against \$1,298,480. The aggregate

or the week is: Dry Goods	1855. \$1,421,104 1,296,480	1.856. \$1,388,676 2,085,032
Total	re: Coffee,	\$3,483,708 \$291,500; Sug \$76,500; Fo

\$46,000; Hair, \$26,400; India-Rubber, \$21,700; Hides. \$177,300; Iron, \$170,000; Lead, \$31,600; Steel, \$60. 500; Tin, \$40,000; Zinc, \$25,700; Linseed, \$35,300; Watches, \$99,800.

The Exports of the week other than specie are

maturity. Of their moral training, suffice it to say, that it has been, to the day of her death, the unspeakable satisfaction of the parents to be able to say that never a blot or biemish has rested on the reputation of one of them.

MACDONOUGH—suddenly, on Saturday, September 20, Timethy W. M. e. cheach, late unser Sheriff, aged 37 years, 6 months and 18 are.

M.F.DONNYLL—On Saturday, September 20, Ann, wife of Tudky N. Bonnell. The exports include:

> The following is a comparative statement of the value of certain experts from the commencement of the year 29,816 7,520,574 742,941

Total ... \$18,780,762 \$35,678,881 \$15,171,884 \$4,257,658
Net increase to Sept. 18, 1856. \$46,548,651 The money market to-day has been active, but the supply on call has been sufficient to meet the demand. Some of the Banks have called in a portion of their loans during the week, but others have expanded. The statement of Monday will, however, probably show some contraction in the line of loans. Paper is not plerty of first class, and is pasced easily at 829 V cent, and in some cases at 7 27; \$\vec{v}\$ cent. For strictly first class short paper the supply does not equal the demand. The offerings at bank during the week have

The lower grades of Flour are heavy and dull, but the best descriptions are steady. The limits of buyers for shipment ere generally below the market. Wheat is lower 2 23c. * bushel, and especially heavy for white kinds. Cora is firm and in fair request. Pork is firm, but without quotable change. Lard is also very firm. In Groceries there is no important feature. Sugars continue firm and in good demand; sales of 1,460 blds., mostly Cubas. In Cotton there is not a large business, but the advance is well sustained.

An informal meeting of the creditors and stockholders of the Cgdensburgh Railroad Company is to be held at Boston on Monday. The meeting is quite important to those interested, its object being to devise men ures to prevent a sale of the property advertised by the second mortgage trustees.

Land Warrants are heavy, and the quotations of Thompson's Bank Note Reporter are Ic. lower:

Buying. 92 89 92 The Washington Star, in reference to land warrants

The land warrant market has undergone no material The land warrant market has undergone no material change since car last report. In con-equence of the supply having increased, the demand was loss active during the past week. We quote our buying and selling rates to-day as follows:

Acres. Fuyang, Selling, Acres. Buying, Selling, 40 94 96 96 189 96 186 94 96 89 96 186 94 96 80 96 186 9

The demand for 160's is better than for warran's of any other size. This arises from the fact that there is a small amount of land subject to private entry, and the 160's are sought for by precimptors, who are taking advantage of the present low prices of warrants to perfect their titles. The closing up of the land offices in the West does not precinde the presemptors from proving their claims. The supply of 120's is very large, and they must continue dull.

The Pension Office having got through with the bulk of claims under the act or 1850, are now moving slowly in dispessing of suspended and original cases. The issue since the 1st of August may be estimated at half a million acres per month against one million previously. The business of the Clearing-House was, \$23,128,000.

The Directors of the Artisans' Bank have called for the payment of a third installment of 25 \$\psi\$ cent. on their capital stock, to be paid on Monday, and the final instr liment of 25 P cent. is to be paid up on Monday, the 6th October, a fortnight afterward, when the Bank will immediately apply for admission to the Clearing-

Earnings of the Central Ohio Railroad of August, 1856: From Passengers. From Freight. From Mail and Express.	. #24,537 52 . 33,240 85	ntb
Total. Earnings of the Peru and Indianapolis the mouth of August, 1856: Fro. Passenger.	Railroad	for
Fron Passengers Fron Freight. Total. August, 1855.	\$14,602.84 11,564.20	
Increase, 20 P cent. Earnings of the Marietta and Cincinnati August, 1856: From Passengers. From Freights	11,161 70 10,445 44	for
From Mails and Express	23,490 65	

Increase 96 \$\psi\$ cent.......\\

\$11,572 57

The above receipts are derived entirely from local traffic. This road is rapidly approaching completion to Marietta, when a large increase of carnings may be

confidently anticipated.

The annual report of the officers of this road says: In October last the road was extended eastward to "In October last the road was extended eastward to Hamden, 7 miles; in January of the present year, 15 miles further, to Big Sand; and in April, 15 miles still further, to Athens; making 37 miles of new road opened during the year, and a total of 118 miles now in operation. Add to this the Hill-boro' Kailway, from Blanchester 16 miles west to-Loveland (the point of intersection with the Lattle Miami Railroad), and from Pacchester 21 miles east to Hillsboro', and the present mining road of the coasolidated or united com-pany is 155 miles, of which 134 miles form a portion of the main trunk from Cincinnati to Marietta."

he receipts and expenditures last year, were as follows:	or the road, during
- Danish and the second	
Vacioht	
in Express	5,834 91
m Mail	
TotalEXPENDITURES.	\$196,089 45
EXPENDITURES.	
of anange of Way	\$944,400 10.
ive Power	5.691 25
ntenance of Cars	
ducting Passenger Department ducting Freight Department	18.947 56-\$131,870 56
Palance	\$64,218 89
was rumored at Philadelphia	this afternoon that
t was rumored at Philadelphia	a tina aiternoon tinat
and the state of t	

John Tucker, esq., had resigned the presidency of the

Reading Railroad. The Money market at Chicago is easy, and the demand for accommodation less active.

At Philadelphia, capital is more abundant, and the

Money market is easier; first-class short paper is readily placed at 628, and long paper at 9210 per cent, per annum, and the former is scarce and wanted at these rates. At Boston, money is well supplied at recent quota-

tions, and paper of good quality is scarce. Negotiations are mostly at 8; a 9 per cent. for first, and 9 a 12 for second-class names.

A comparison of the footings of the weekly Bank

Statement of the Boston Banks with those of the Statement for the previous week, exhibits the following results:

Due fm. other Bas.	4.718.741	4,940,044	Inc	221,503	ı
Line in oth paner.	5,941,013	15,703.1 7	Dec	237,188	
D. posits	7,121,457	6,972,580	Dec	148,857	ŀ
The New-Orlean	Hanks	mblish the f	allowing	,	Ł
The New-Orlean	is Denve l	buntan the	OHO WILL	•	ı
COMPARATIVE	STATEME	NT FOR TWO	WEEKS.		ti
The Age of the Contract of the	Sept. 0.	Aug. oo.		CONTRACTOR OF	Ð
Specie	6,850,251	\$6,661,698	Inc	188,559	n
Circulation	7.576.764	7,442,550	Inc	134,110	
Deposits	0 477 696	10,653,795	Dec	176,159	
Short Loans	8.241.899	17,985,767	Inc	256.963	
Exchange	2 560 245	2,682,029	Dec	121.784	
Due Distant Banks.	990,942	956,259	Inc	34,683	
Die Distant Danas.	18.60		4 (44)	William . March.	

Actual Decrease of Loans for the week \$97,329 The stock of the Vermont Central Railroad has risen about 100 P cent on the prospect of consolidation. The proposition, it is stated, is to put in the first mortgage bonds at 65 P cent; second mortgage at 35 P cent; floating debt, consisting of 1856 bonds (ever due) and notes outstanding, at 25 & cent; stock at 16 P cent, or \$8 P share; all the above as common stock; the Vermont and Canada Railroad to be at 6 e cent preferred stock-all the back interest being

The Anthracite Coal Trade is active. The Lehigh Valley Railroad took to market during the week ending on the 13th inst. 5,651 tuns, and for the season to that date 164,513 tuns. This is a new outlet from the coalfields, and is to be added to the tunnage by the Lehigh Navigation Company in comparing the present with last year's production from that region. The last-named Company reports the shipments for the week ending on the 13th inst. at 37,614 tuns, against 42,249 tuns in corresponding week last year; and for the season 817,516 tuns, against 859,220 tuns to corresponding time last year. By adding the tunnage of the road to that of the canal, we find that the amount of coal sent from the Lehigh region exceeds last year's supply to the same date by 62,809 tuns. From the Schuylkill region, for the week ending on Thursday last, the Schuylkill Navigation Company reports for the week 32,777 tuns, against 29,824 tune for the corresponding week last year, and for the season 776,960 tuns, against 777,118 year, and for the season 770,960 tuns, against 777,118 tuns to the same time last year. The Reading Railroad Company reports for the week ending on Thursday last 55,629 tuns, against 54,735 tuns in same week last year, and for the season 1,346,281 tuns, against 1,744,592 tuns to corresponding time last year. The Canal is nearly up to its last year's tunnage, and the Road 148,311 tuns behind. The supply from the region is 148,459 tuns behind last year's business to the same time. The Honduras Railway Company is incorporated

under the new Joint Stock Companies' act of Great Britain, limiting the liability of the shareholders. Its capital is £2,000,000 sterling, or \$10,000,000, in 100,000 shares of \$100 each-drawn in pounds and dollars, and transferable alike in New-York and London. Wm. Brown, M. P. (Brown, Shipley & Co., Liverpool), is Chairman of the British Board; J. L. Ricardo, M. P., is Deputy Chairman. The President of the Liverpool Chamber of Commerce, Chas. Holland, esq., is a director; also, Thos. Sellars, esq., President of the American Chamber of Commerce of Liverpool, and member of the well known Anglo-American firm of Dennistoun, Cross & Co.; also, Raikes Currie, esq., M. P., banker, Wm. Dent, late East India director; Abraham Darby, President of the Great Ebbervale Iron Company-a millionaire; J. E. Ewart, esq., M. P. frem Liverpool; Capt. Robert Fitzroy, R. N.; Mr. Heywood, banker; R. W. Crawford, East India merchant, and several other first-class London merchants and bankers. The American direction numbers Paul Spofford (S., T. & Co.), Shepherd Knapp, Geo. W Beebee, Daniel Embury, P. H. Holt, C. A. Macy, C. F. Moulton, &c. The prospectus will be out by Sept. 15, in London, and the books for subscription opened at J. Hutchinson's, President of the London Stock Exchange, and Foster Braithwaite, ore brokers; Heywood, Kimards & Co., bankers in London; Brown Bros. & Co., in New-York; Rothschilds Freres, in Paris and Frankfort.

In regard to this project, which is of great interest

to this country, and which is now attracting great attention in Europe, The Liverpool Post has the following article:

On the 4th of last month we gave all the particulars of the proposed "Honduras Interoceanic Railway," and hinted at the time that the popular Member of South Lancashire took a deep interest in the project. We might have stated it as a fact, for, at the meeting We might have stated it as a fact, for, at the meeting of the Chamber of Commerce, last week, Mr. Brown announced his cencern in the scheme; and the extent of his interest may be inferred from the report of Captain Robert Fixoy, R. N., made to Lord Clarendon. We subjoin the whole of this important report; but the following facts will enable the reader to appreciate more fully the details. The distance between New-York and San Francisco, via Panama, is 5,224 miles; via Honduras, 4,121 miles; saving of distance of Honduras line over that of Panama, 1,103 miles. The distance from Liverpool to San Francisco, via Panama, touching at Kingston (Jamaica), is 7,712 miles; via Honduras, 6,881 miles; saving of Honduras over Panama, 831 miles. The distance from Liverpool to Sydney, via Honduras, has been calculated with care, and found to be 11,820 miles. At an average rate of steaming of twelve miles per hour, and allowing three days for coaling and transhipment, the voyage could be performed in exactly 43 days and 12 hours.

Table of distances.

The state of the s	TABLE OF DISTANCES.		From
		Milne.	Liverpool.
Liverpool to Fays	d	1 . 320	
Fava. to St. Thon	A	1,860	**
St. Thomas to Pu	erto Caballos	1,320	660 12322
Paerto Caballos te	Bay of Fonseca	160	4,661
Ear of February to	San Francisco	2,220	6,881
Ray of Forseca to	Sandwich Islands	3.960	8,621
Sandwich Islands	to Canton	4,920	18,541
Sandwich Islands	to Shanghai	4,500	13,121
Sane wich Islands	to Jedde	2,760	11,381
Bay of Fonseca to	Melbourne	7,680	12,341
Bay of Fonseca to	Sydney	7,159	11,820
Ran of Kanages to	Anckland	6.004	10,665
Bay of Foregon to	CailaoValparaiso	2.359	7.020
Bay of Fourteen to	Valmaraino	3.670	8.331
Day of Pomeco to	. varparamo	Pier	New-York.
Now York to Ban	of Fonseca by Railroad a		
New-Perk to Day	of Ponseca by Ranfoad a	1 901	
B. Steamer	San Francisco	2 220	4,121
Bay of Pollecca to	Sandwich Islands	2.960	5,861
Bay of Polisecs to	Sandwich Islands	2 760	3,621
Senewice Islands	to Jeddo		
Sane Wich Islands	to Shanghai	4.000	
Sanowich Islands	to Canton	*********	
Fuy of Fonseca to	Auckland	,0,004	7,905
Fay of Ponseca to	Sydney	7. 159	9.060

na iway express, the distance between level days sixteen hours.

The following is Capt. Fitzroy's report:

Memoranda respecting a Project for the construction of a Railward through the State of Honduras, submitted to the Earls of Clarenda in by the Hon. William Hows, M. P., from Liverpool.

The general character of the various lines hitherto suggested for railroads or esnals being now so familiarly known, it appears to be unnecessary to do more than recapitulate them briefly, before adverting to the peculiarities of that route along which it is proposed to construct a railway across the State of Honduras. For Railroads, five distinct lines have been proposed; one of which, at Panama, has been executed.

I. The Micaragua Line.—Between the Guif of Mexico and Tehusinterice, wanting good ports, and not in the line of general infercence between the oceans.

II. The Nicaragua Line.—Equally deficient in harborage, and otherwise objectionable.

III. The Chivagui and Duice Line.—Between good ports, and of promising character, but which has not yet been surveyed accurately.

IV. The Panama Route. This is the shortest, crosses the accurately.

IV. The Panama Route This is the shortest, crosses the lowest land, and is well situated, but has inferior harbor accommodation.

V. The Darien Line. Between good ports, distant less than forty miles from each other; but crossing a ridge about 900 feet above the sea.

bove the sea.

Canalisation is urged between the great river Atrato and the acific, but such a work as this must occupy a lengthened

Pacific, but such a work as this must occupy a lengthened time.

Each of these projects has had, and has still, its earnest advecates, and one of the plans, the Panama Railroad, has been executed to such purpose, that the shareholders have lately been receiving more than 10 \$\frac{1}{2}\$ cent annually (15 \$\frac{1}{2}\$ cent that been stated) on their subscribed capital. Detailed information is given to the annexed pamplets, which could hardly be compressed and embodied in this paper, conveniently.

The out sprise to which Mr. W. Brown (M.F. for Lancashire) has now drawn attention, viz: a railroad across Honduras, is one which has striking and obvious advantages, although scarcely moving the striking and obvious advantages, although scarcely moving the continuity of the excellent ports (between which the road is proposed), have been admirably executed. All the conditions are known, and appear to be favora it, excepting two, which are matters for calculation, viz: the consequences of the great elevation of the inner.

culation, viz. the consequences of the great elevation of the summit level, which is 2,200 feet, and the 160 miles in length of the line.

Before adducing instances of other lines surmounting high elevations successfully, references to the position of Honduras, geographically and politically, may be expedient, as general considerations affecting all others.

Measuring on a globe, by a thread, it appears that the Honduras into its as favorably situated for communication with Europe, America, (North and South) China, India and Australasia, as any part of the great isthmus, while the excellence of both ports, and their casy as well as safe approach, renderits situation unimpreschable.

Political considerations are less complicated and easier to deal with than in any other parts of Central America. The whole line, and both ports, are under the sole jurisdiction of one State, from which a charter for 70 years has been obtained, on terms most favorable to the undertaking.

Locking especially to Zuropean communication, it may be observed, that a main or trunk line of steamers, calling at Jamaica, in traversing the West India Archipelago, would find a suitable terminus at Petr Caballos, in Honduras Bay, where the north end of the railway will be; and that Fonacca Guif, at the north end of the railway will be; and that Fonacca Guif, at the other end, is in the region of steady winds, and well situated for a direct track across the Pacific Ocean, either to China or Australasia.

The elimate, productions and population of Honduras are more in favor of such a work as a railway from sea to sea, than those of any other part of the great Isthmus, without exception; but, as the length: This is a question of 160 miles against 40 (other things being equal, wifich, however, they are sof), involving first cost, constant expense, and comparative local advantages.

volving first cost, constant expense, and comparative local advantages.

The continual outlay on the Panama Railway, consequent on the nature of the locality, and many pile-supported structures, is great; while, in Honduras, there will be comparative durability of works. Fuel must be carried to Panama from distant ports, but it abounds near Fonseca Guif. Rain prevails in the castern part of the 1-thmus of Panama, much more than it does in Honduras, where the climate is such that European trees and fruit thrive on the higher grounds.

2. With regard to the elevation, which seems at first sight

rather deterring, it should be incline or gradient propose to one in S8, and that only for a short interval, in a core the general gradients arry where lee or snow are unknown; country lies favor in comarkably easy. Also, that as the rivers, and without the gradient of the country lies favor in comarkably easy. Also, that as the rivers, and without the rouning along valleys, near rivers, and without the respect. All requisite materials, as well as refer above, are on the spot; and the Honduras weodeutters, are well known.

Me CAREFULLY REPORTED FOR THE TRIBUNE.

ASHES—The market is firm but quiet for Pots at \$7.31; and Pearle are steady at \$7.75.

COTTON continues firm at the improvement, with moderate sales. We repeat our yesterday's quotations as follows; the sales are \$60 bales:

sales are 900 bales:

REW-YORK CLASSIFICATION.

Uplands. Florids. Mobile. N.O. & Tex.

Ordinary. 10; 10; 10; 10; 10;

Middling. 11; 11; 12; 12;

Middling fair. 12; 12; 13; 15;

Fair. 12; 12; 13; 15;

COFFEE—There has been very little done in any descriptions to-day; prices generally are firm; the stock of Rio is 36,000 bats; sales of 500 mats Java at 14;c., and 130 bars Rio at 11c.

CANDLES—Adamantine continue in demand at 36:28c. for city brands. Lyles, Polhamus & Co.'s 'German Wax' now sell at 32c. We notice also sales of 1,500 fine Sperm at 38c., equal to cash.

FLOUR AND MEAL—The market is easier for State and Western extra Flour of low grade; these are comparatively

CANDLES—Admantalse continue in demand at 36226. for city brands. Lylos, Folhamus & Co., 50 flm. Sperm at 38c, even totic also sais of 1,500 flm. Sperm at 38c, even totic also sais of 1,500 flm. Sperm at 38c, even totic and the sais of the sais of

Philadelphia Markets.

Philadelphia Markets.

Philadelphia Agricus.

Philadelphia, Sept. 20.—A heavy rain suspended business operations, and caused a dull market. Corron unchanged; holders firm. Floura dull; shipping brands offered at \$6.75, without sales; for home use, small sales at \$6.75% \$8, according to brand, for common to fancy. Rye Flour held at \$3.75, and Corn Meal at \$3.50, both inactive, though a sale of 150 bils. Pennsylvania was made at \$3.44. Grain comes forward slowly, but the demand is limited. Wheat—sales 3,000 bushels at \$1.40% \$1.45 for Red, and \$1.90% \$1.35 for White. Rye scarce and wanted; sales of Pennsylvania made at 30c., which is an advance. Conn quiet, with a small business to note at 64.205c. for good Yellow, the former rate in store. Oars are selling as wanted at 30c. for prime new Delaware, and 40c. for old Pennsylvania. In Grockres and Provisions very little doing, but holders firm. Whisky scarce and on the advance; bbils. are held at 36.25c., the latter for Prison, and hhds. at 34.25c.

Markets....Reported by Telegraph...

BUFFALO, Sept. 20—6 p. m.—FLOUR—Bemand moderate; sales 1,200 bbls at \$6 for common Illinois, \$6 377 \$6 44 for choice Michigan and Ohio, \$6 507 \$6 62 for extra do. and Indiana. WHEAT, \$1 12 for Chicago Spring, \$1 28 for Red Indiana. \$1374 for White Michigan, and \$14 26 for choice White Illinois. Corn unchanged; sales 20,000 bus. at 50c. OATS lower, rales 20,000 bus. at 50c. CANAL FREIGHTS easier; 18c. for Corn and 22c. for Wheat to New-York. Receivers for the twenty-four hours ending at moon to-day: 2,173 bbls. Flour, 6,632 bus. Wheat, 16.730 bus. Corn. 11,140 bus. Oats. CANAL EXPORTS, 46,766 bus. Wheat, 45,319 bus. Corn.
OSWEGO, Sept. 20—6 p. m.—FLOUR in good demand; sales of Exita Oswego at \$7. Wheat closes with more inquiry; sales 14,000 bush. at \$10 for Chicago Spring. \$1 30 for Red Indiana and \$1 50 for choice White Illinois. CORN—Sales 15,000 bush. at 50c. CANAL FREIGHTS unchanged. LAKE INFORTS to-day—30, 112 bush. Wheat. CANAL EXPORTS—100 bbls. Flour, 34,100 bush. Wheat and 55,900 bush. Corn.
CHICAGO, Sept. 20. 6 p. m.—WHEAT dull; receipts to-day, 5,750 bush.; shipments to Buffalo, 25,500 bush.; and to Oswego, 85,000 bush. Corn. Prices siffer, but not quotably higher; sales at 39740c.; receipts to-day, 112,500 bush.; anipments to Buffalo, 175,000 bush.; rad to Oswego, 72,500 bush.
PROVIDENCE, R. I., Sept. 20.—Cotton market active, with good demand from spinners. Prices have improved about jc. Prices firm; sales of the week 130,800 fb. PRINTING CLOTHS —Prices firm; sales of the week 35,500 pieces. Markets ... Reported by Telegraph.

Beceipts of Produce.-SEPT. 20. By North Ricer Houts.—6,000 bbis. Flour, 45,500 bush. Wheat, 10,350 do. Corn, 12,000 do. Oars, 4,500 do. Barley, 20 pkgs. Ashes, 1,105 do. Olleske, 199 de. Whisky.

By Eric Railroad.—3,600 bbis. Flour, 136 pkgs. Whisky.

Passengers Sailed.

Passengers Sailed.

In the United States Mail steamer Fulton, for Southampt in and Haere—J. Elilott, Mr. McHutton, T. S. Worthington, R. S. Young, F. Schack, Mr. Armin, T. L. Hildebrun, Dr. K. Metcalle, B. Debechir and lady, T. Crawford, C. A. Bristed, Mrs. Campbell, J. Heldwell, Mr. Banks, C. Suydam, wife, 3 children and nurse, I. C. McComb, G. Moore, M. Praud, I. E. Colt, F. Cole, P. de Smet, W. Throckmorton, L. Esperance, J. Chambers, Mr. Fitzpatrick, Mr. Hunreback, Mr. Bruner, W. Turner, G. Edwards, Mrs. Edwards, Mrs. Edwards, Mrs. College, J. Chambers, Mr. Stark and 4 children, Mr. D. Trempy, wife and 3 children, E. Fiske and lady, B. Veyssie, H. Drew S. Barrett, B. Parjole, G. Gerhelb, Mr. and Miss Sirgouny, H. Drew and child, isdy and daughter, Miss Aimee, Mrs. Jiach, G. Geriack, P. Huley, F. Parsons, Mr. McDick and child, Wm. L. Stark, L. Morin, F. X. Simon.

In the steamship Barcelona, for Huere.—M. Piper, Mrs. Henry Alber and two daughters, A. de Valentine and lady, S. Beer, Ch. Giss, Mrs. de Valmean and child, Marchand de Cortense and lady, Mrs. Morehand, Miss Morehand, Henry Noble, C. Baumann, H. Bitterman, Davy, Emile Lancelot, Ed. Kaecht, Bruner, Jeidore Marx, Fred. Chas. Brodt, lady and three children, Mrs. Doi. Dominques, Mrs. Regnier, Isidore Tosse, Louis Bardot, Chs. Antoine, Augustin Perez, Fois Bordes, Vou Iscard, Ph. Schlatter, D. Rensult, John de Witte, Gustave Mosche, L. T. Waree, Huber, lady and two children.

HIGH WATER......THIS DAY.
Sandy Hook...12:47 | Gov. Island... 1:37s | Hell-Gate.... 3:28

MARINE JOURNAL.

PORT OF NEW-YORK SEPT. 20. Cleared.

Steamships—Jamestown, Parish, Norfolk, Ludiam & Pleas-anta, Barcelone (Fr.), Lemaire, Havre, Em. & Ed. Pourrier; Alabama, Schenck, Savannah, S. L. Mitchill; George Law, Heruden, Aprinwall, M. O. Roberts. Ships—Oder (Ham.), Schaemen, Hamburg, E. Beck & Kun-

hardt; Mocolight, Pendieton, Liverpool, R. P. Buck; Paran, Langston, Buenos Ayres, W. W. De Forrest & Co. Barks—Ionic, Hufchimon, Portland, G. S. Hatch; Rhome, Draper, Norfolk, Wm. Nelsen, Dudley, Rasbinson, Charleston, Doliner & Fottert E. A. Cochrane, Cochrane, Norfolk, R. P. Buck & Co. Brigs—Princers Royal, Peaman, Bermuda, W. A. P. Davesport; Montserat, Morrill, Carthagena, Hawley & Spofford; Napotleon & (Br.), Marmand, Haliffax, H. G. Donovan, Schooners—Myrover, Jackson, Charleston, McCready, Mott & Co.; Anne S. Salter, Daniele, Brazos, H. Sheldon, Lawson & Co.; Venice, McNell, Tampa, master; M. C. Hopkins, Mulmabury, Richmond, C. H. Piersen; S. N. Smith, Wicks, Alexandria, Merrill & Abbott; S. D. Bellows, Clark, Philadelphia, J. W. McKee; New-York, Goodsell, Boston, Dayton & Sprague; E. Redman, Osgood, New-Bedford, master; Gazelle, Chass, Providence, L. Kenny, Sloop—Pointer, Fowler, Providence, L. Kenny,

Arrived.

U. S. Mail steamship Marion, Foster, Charleston 56 hours, under and pass, to Spofford, Tileston & Co. Thursday, s.p. m., lat. 56 40, exchanged signals with steamship Southerner, sense for Savantah. Same time, passed steamship Florida, hence for Savantah.

Ship Genoa, Pennell, New-Orleans 21 days, cotton, & Robson & Foodick. Ang. 30, off the Bailze, experienced a severe gale from N. which blew away an entire suit of sails, spring howspit, &c. Sept. 9, off Tennessee Reef, spoke ship gained black ashore on Tennessee Reef; could not ascertain her name.

35 days hence for New-Orleans. Same time, saw a large ship painted black ashore on Tennessee Reef; could not accreain her name.

Ship Louis Napoleon (Ham.), Herting, Hamburg Aug. 5, malas, and pass to W. F. Schmidt & Co. 10th inst., lat. 41 10, lon. 55 32, exchanged signals with a ship bound E. showing a white flag, letters Y. O. In It.

Bark Union, of Boston, Kendrick, Savanilla Aug. 25, funts, hides, &c., to master.

Brig Sea Lark, of Surrey, Lufkin, Matanzas, sugar, &c., to C. & E. J. Peters. 9th inst., lat. 24 41, lon. 50 25, spoke brig Coral, from Monk's Island for New-York.

Brig Free State, of Belfast. Norris, Trinidad de Cuba 34 days, sugar, &c., to Renauld & Francois.

Brig Lincoln, of Castine, Cornwallis, Jacksonville 9 days, yellow pine to J. Gilchrist.

Brig Mary, Gray, Charleston 6 days, cotton to Dunham & Dimon.

Dimon.

Propeller Shark Robinson, Philadelphia.

Propeller Ospray, Kenney, Providence.

Propeller Clas. Osgood, Smith, Norwich.

Propeller Caledonia, Layfield, 40 he ura from Baltimore, indee, to J. Riley.

Propeller Oneida, Ely, Philadelphia.

SAILED—Steamships Fulton, Havre; Barcelone (Fr.), do.; Geo. Law. Aspinwall; Alabama, Savannah; Nashville, Charleston; Jamestown, Norfolk, &c.

Arrived ... Sunday, Sept. 21.

Steamship Roanoke, Skinner, mdse. and pass. to Ludiam & Pleasants. Aug. 21, passed steamship Jamestown off Fennick Island.

Ship Ticonderogs, Boyle, Liverpool Aug. 17, mdse. and 369 pass to Harbeck & Co. 4th inst., lat. 45-97, lon. 45, passed a steamer supposed to be the Baltic. 7th inst., lat. 45-20, lon. 52-35 spoke French fishing brig Josephine, Isl dayson the Banks. 18th inst., lat. 41-39, lon. 65-50, spoke fishing schr. Plant, of Provincetown, bound to New York. The T. experienced heavy weather to the eastward of the Banks; spring foremast.

Ship Adriatic (new), Coombs, Boston, ballast to Zeraga & Co.; was towed to the city by steam-tug Enoch Train.

Ship John H. Ryerson, Latham, Shields Aug. 3, coal to Barkas, spoke schr. D. Lord, from Boston, just arrived.

Bark Khein (Ham.), Spier, Hamburg 46 days, mdse. and 133 pass. to E. Beck & Kunhardt.

Bark Abous (Brem.), Johnson, Bremen 47 days, ballast, 238 pass. to Stanton & Reiger.

Bark Abouna, Page, San Juan de los Remedios (Cuba) 13 days, sugar to Robert & Williams. 18th inst., lat. 39-39, lon. 74-40, passed a large steamship with 2 pipes, steering S. S. W.

Brig Ocaan Eagle (new), Bunce, Guilford, Ct., ballast to masser.

Schr. Peru, Ames, Rockland.

Brig Ocean Eagle (new), Buttee, Cutatots, Cr.
Schr. Peru, Ames, Rockland.
Schr. Augusta, Perry, New-Bedford.
Schr. Minerva, Adkins, Gardiner, Me.
Schr. D. B. Warmer, Reivlend, Charleston 6 days, cotton, &c.,
to McCready, Mott & Co.
Schr. Vake, Wainwright, Wilmington (N. C.) 6 days, naval
stores to E. S. Powell.
Schr. Abdel Kader, Cromeline, Virginia 3 days.
Propeller Uncas, Bates, Hartford.
Propeller Putcas, Hates, Hartford.
Propeller Petrel, Nye, Providence.
Steam-uig Enoch Train, Hennessey, Boston.
WIND-Sunrise, N. N. E.; Meridian, S.; Sunset, do.

By Telegraph. BOSTON, Sept. 21—Arrived this day, ship Northern Empire, Cadiz; bark Stamboul, from Ponce.

Arr. at New-Bedford 16th, bark Aurora (new), from Dartmouth, where she was launched the same morning, to fit for whaling.
Cld. 17th, bark Roscoe, Mendell, Indian Ocean. Sailed 6th, barks Ses Ranger, Pacific Ocean; Valparaiso, do.; Marcella, Atlantic Ocean.

Cid. 17th, bark Roscoe, Mendell, Indian Ocean. Saled only barks Sea Ranger, Pacific Ocean; Valparaiso, do.; Marcella, Allantic Ocean.

Salled morning of 18th, bark Roscoe.

Went to sea from Newport 17th, bark Wm. Lee, Slocum, for Pacific Ocean.
Salled from below Warren 18th, and went to sea, ship Bratus, Henry, North Pacific Ocean.

At Cape Town, C.G.H., July 25, brig Zoe, Rogers, New-London, 250 bbis. elephant ofle-would probably ship it home.

A Tr. at St. Helens July 9, bark Noble, Jennings, Sar Harbor, from Patagonia, with 200 wh. 430 sp. 2,000 fbs. bone, and salled for Annabon.

On Off Shore Ground in June, Mermaid, Howes, Westport, 200 sp. this season; Napoleon, Crowell, New-Bedford, 15 sp. since leaving Talcahuana.

Heard of, no date, &c., Joshua Bragdon, Swain, New-Bedford, same as last reported; Gazelle, Easton, Nantucket, do.; Hope, Gifford, New-Bedford, do.; Atlantic, Wyer, do., do.; President, Allen, do., 350 sp.; Morning Star, Cleveland, do., 2 large whales aince last reported; Superior, Norton, 2 whales do., do.

A letter from Capt. Coggeshall, of bark Pamelia of N. Bedford, reports her at Anjier July 4, with bbis. sp. oil.

A letter from On board ship Lydia, Leonard, of Pairhaven, dated in Japan Sea, July 4, reports her having taken one whale which made 200 bbis.—the only one they had seen in the sea; was bound to the Ochotak Sea direct.

Spoken—Aug. 10, no lat., &c., bark Sun, Poole, Mattapoisett, 180 bbis. sp.

MICHIGAN SOUTHERN RAILROAD LINE Travelers for CHICAGO, ST. LOUIS, KANSAS, and all points West and Southwest, can obtain Through Tickets, and all information concerning routes, fare, &c., either by the NEW-TORK AND ERIE RAILROAD, or NEW-YORK CENTRAL RAILROAD, by application at the Company's Office, No. 183 Broadway, corner of Dey-st.

JOHN F. PORTER, General Agent M. S. R. L.

NOTICE.—CHANGE of PIER of DAY BOAT for ALBANY. Fare, 50 cents. The Steemer ARMENIA, Cept. Smith, will on and after WEDNESDAY. 20th Augleave Chambers-st. instead of Spring-st., as beretofore. Regular days for Albany—Monday, Wednesday and Friday, at 7 o'clock, a. m., making the usual landings.

lar days for Albany-Monday, Wednesday and Frasty. o'clock, a. m., making the usual landings.

NEW-YGRK and HARLEM RAILROAD.

FARE REDUCED.—Only \$1 50 from New-York to Albany.—The Inland Route connecting with Western and Northern Trains. 5:40 a. m., Express Train for Albany without change of cars, connecting with 11:15 a. m. Central and Northern Trains. 8:10 a. m., Mail Train stopping at Williams Bridge and all Stations above. 3:20 p. m., Express, connecting with the Ceatral 11 p.m.

RETURNING, LEAVE ALBANY-8:30 a. m., Express, without change of cars. 9:15 a. m. Mail Train. 4:30 p. m. Express for New York.

We invite all passengers on business or pleasure to take the Harlem Railroad, which, for comfort, promptness or safety, is unsurpassed. The Albany Trains are now fitted up with unsurpassed. The Albany Trains are now fitted up with control of the Engineer, rendering it the safest road in the Control of the Engineer, rendering it the safest road in the Union. Tickets to be obtained or Bagage checked at the office of the Western Railroad, Albany, or at White and Center, Broome and 26th-sts., New-York.

WM. J. CAMPBELL, Superintendent.

NEW-JERSEY RAILROAD—For PHILADELPHIA and the SOUTH and WEST, via JERSEY
CITY—Mail and Express Lines: Leave New-York 5 and 11 am and 4 and 6 p. m.: fare, 43; 12 m., 42 25; stopping at all
way stations. Through Tickets sold for Cincinnati (17 and
410 50) and the West, and for Baltimore, Washington, Norfolk,
Ac., and through baggage checked to Washington in 5 a. m. and
6 p. m.
W. WOODRUFF, Assistant Supt.